

INTIMATION.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

- A. SUPERIOR PALE DRY, Dinner**
Wine, Green Seal Capsule ... \$10.80
- C. MANZANILLA, PALE**
NATURAL SHERRY, White
Capsule ... 12.00
- CC. SUPERIOR OLD DRY,**
PALE NATURAL SHERRY,
Red Seal Capsule ... 12.00
- D. VERY SUPERIOR OLD PALE**
DRY, Choice Old Wine, White
Seal Capsule ... 14.40
- E. EXTRA SUPERIOR OLD**
PALE DRY, Very Finest
Quality (Old Bottled) ... 20.40

In addition to Wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of MESSRS. G. O. SANDEMAN, SONS & CO., OF LONDON and OPORTO, for whom we have been appointed Sole Agents:—

- LIGHT DRY** ... \$17.00
SOLERA ... 25.00
VERY PALE DRY ... 25.00
FULL GOLDEN ... 30.00
PALE DRY NUTTY ... 32.00
FINE OLD BROWN ... 42.00

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

BIRTH.

On the 27th September, at Newchwang, the wife of A. B. J. VAN ELS, of a daughter.

MARRIAGES.

On the 6th September, at Holy Trinity Church, Bournemouth, by the Rev. Canon Elliot, WALTER KIRK, to LOUISE MAUD BLACKWELL. (2901)

On the 9th October, in St. John's Cathedral, by the Rev. F. T. Johnson, JAMES LAIDLAW MAXWELL, M.D. (London), of Tainanfu, Formosa, younger son of Dr. MAXWELL, 49, Highbury Park, London, late of Formosa, to MILDRED BERTHA, daughter of the late LEMUEL SANDERS, I.C.S., Chief Commissioner of The Straits, India. (2862)

The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD, CH LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 12th October, 1901.

It is greatly to be feared that, with the evacuation of Peking by the foreign troops, all remembrance of the lesson it was hoped was being taught to vain, egotistical China, will rapidly fade into the very thinnest of dreams. As we have often pointed out in this column, the Chinese Government and Chinese officials are adepts in perverting facts and persuading the populace that a defeat is really a victory for Celestial arms or Celestial glory. The reverses suffered by the Chinese troops at the hands of foreign troops, the precipitate flight of the Imperial Court from the Metropolis, and its occupation by foreign soldiers can be ingeniously shown to have resulted either from natural causes or to have been at the express pleasure of the Emperor for reasons of State, which perhaps it would be pronounced needless to enter upon. That this anti-occupation was not far-fetched or wide of the mark has been already proved very forcibly from Chinese sources. A native correspondent of a Shanghai contemporary, writing from Peking on the policy of the Manchurian dynasty, openly says that if the foreign Powers think that the fighting last year and for a portion of the current year succeeded in striking terror into the hearts of the men now in power and inspired a wholesome dread of the foreigner in the masses living in the interior, then, indeed, they will be greatly disappointed. The Manchurian officials, he says, are doing all they can to induce the people to believe that although the Allies may have been successful at first at Tientsin and Peking last year, their successes were but temporary and partial, and that they were eventually compelled to evacuate the capital, and the Manchurians point to the full re-establishment of Government control there as irrefragable proof of the statement. The flight of the Imperial Court to Hsianfu they calmly explain away as a "tour of inspection"

over the north-western provinces, following the precedent established by CHIN SHAN-NUANG, the first Emperor of the Chin dynasty, who in B.C. 221 first formed the whole of China into one Empire. The correspondent goes on to say:—"There had never been any such tour made by the present dynasty, and so the Empress Dowager, taking advantage of the disturbances in the North, embraced the opportunity to make a tour of inspection of the Yellow River. The very audacity of such a declaration of the Manchus," he goes on to remark, "makes it look like truth in the minds of the ignorant people in the interior, who actually firmly believe it to be so. Finally, to make things look all the more natural, the interdiction of foreign Powers on literary and military examinations in Peking for five years on account of the Boxer attacks last year on foreigners in the Imperial Prefecture of Shuntienfu (as Peking and vicinity is termed) is completely ignored, and the masses are made to believe that owing to the disturbance in the capital last year all the Imperial Examination Halls in Peking were entirely destroyed by the enemy, and the Empress Dowager is accordingly considering the feasibility of holding these metropolitan examinations in some other province. Thus are the people misled and the prestige of the corrupt Manchu Government upheld!"

In these circumstances the new dispensation seems likely to prove very little improvement on the old régime. The Legations will, it is true, be better guarded and the approach to the capital kept open, provided, of course, that the Chinese Government is not presently allowed to rebuild the Taku forts. But the Manchurian officials, though they have felt the strong hand of the Western, have also made the men convenient discovery that the foreigners are divided and are held apart by mutual jealousies and divergent interests. When it is sought to enforce Treaty rights, they will offer passive resistance, obstruction, and procrastination, believing that the pressure applied will be feeble owing to the rivalries of the Powers, and the old game of playing them off one against the other and dangling contracts before the eyes of the greedy will go on merrily as of yore. This is what the mandarins probably count upon; it is what we have only too good reason to fear; but we will hope, nevertheless, that counsels of commonsense may prevail in the Legations, and a decided stand be made against any such attempt to lower foreign prestige and damage foreign interests. It certainly is not the real interest of any Power to play into the hands of the Chinese Government in matters affecting foreign trade or enterprise, and if the foreign Ministers will only resist the temptation to secure so-called special advantages and stand firm in their adherence to the general pact to enforce the faithful execution of Treaty stipulations by the Chinese Government, they will in the end reap more solid advantage than any paltry contract or concession could afford. The difficulty is to bring all the foreign Ministers to one mind, and then to keep them convinced of the desirability of sustained unity in the presence of a shifty and treacherous Oriental Government. The veteran LI HUNG-CHANG, who is a past master in the art of sowing divisions among the Ministers, is rapidly failing in health, and will probably soon be removed from the arena, but his policy and teachings are likely to remain, and should be provided against. After the lessons we have had during the past two years, it might well be thought that the necessity of union was a point that required no insistence among foreigners in the Central Kingdom.

The French mail of the 9th ult. was delivered in London on the 9th inst.

Mr. J. D. Clark, Director and Editor of the *Shanghai Mercury*, is on a visit to Hongkong.

Northern native papers last week stated that at the end of the extra ten days leave of absence asked for, Liu Kung-yi found himself so much better that he has asked to be allowed to resume his usual functions, much to the joy of all in his jurisdiction.

The following are the results of the six-a-side football ties since Monday:—Tuesday: Russell v. McMurtrie, a draw, neither side scoring; Lowe, 2; Beattie, 0. Wednesday: Goldring v. Kow, a draw, no scoring; Thursday: Russell, 1; Lowe, 0.

A Regular Meeting of Lodge St. John, No. 618 S.C., will be held to-day at 8.30 p.m., when some important questions with regard to Scottish Masonry in the East will be discussed. It is hoped that all Scottish masons and others will avail themselves of this invitation to be present.

By kind permission of Lt.-Col. Baillie and Officers, the band of the 22nd Bombay Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 o'clock. Programmes:—

Lancers "Jolly Boys" Williams
Selection "The Yeomen of the Guard" Sullivan
Yale "The Officers" Costa
Garotte "The First Kiss" Schubert
Selection "La Poupée" Addins
Galop "Round Oak" Addins
"God Save the King"

The U.S. monitor *Monadnock* arrived yesterday evening from Shanghai.

The interport cricket matches between Yokohama and Kobe have been arranged for the 22nd, 23rd, and 24th of October.

In a cricket match played at Ottawa between a Canadian and an United States team on the 11th ult., the Canadians scored 230 and the representatives of the United States 324. The result is not yet to hand.

Mr. Henry Edwin Leicester died at Singapore on the night of the 3rd inst. after a comparatively short illness. Deceased held the position of book-keeper in the Borneo Co. at Singapore and was, at one time, a crack shot in the old Singapore Volunteer Corps, of which he was a Sergeant-Major before it was disbanded. He leaves a widow and a large number of children.

Major-General Sun and twenty-eight officers of the Chinese army have passed through Nagasaki on their way to Tokyo. These officers have been despatched by their Government to witness the military manoeuvres to be held shortly in the north-eastern districts of Japan. On the conclusion of the manoeuvres the officers will investigate the Japanese military system, and will return home during November next.

On the 6th inst. H.E. Liu Kung-yi received an urgent telegram from Chinkiang to the effect that Kaoyin in Yangchow-fu, Kiangsu, was now the scene of disorder and asking him to send troops with all speed to suppress the rebellion. The Viceroy believed the news to be true and at once wired the Tao-tai of Chinkiang for more information. Investigation proved that all was quiet. He went at once to the telegraph office to enquire regarding the sender of the message. The office people told him that the person claimed the authority of the United States and British Consuls. But when they were appealed to, they indignantly denied all knowledge of the man, and he has not yet been discovered.

A Japanese sealer, manned by 23 men, while in the Kurile Sea recently encountered a storm and was blown to the Bering Sea. Having lost his bearings and a steamer being sighted, the captain lowered a boat and boarded her for the purpose of verifying the position of his vessel. The steamer proved to be a Russian cruiser, the commander of which charged the Japanese captain with sealing in Russian waters, and took his vessel to the port of Tobolsk, where the captain and crew were put in prison. They were subsequently sent to Vladivostok, where they were charged with the offence, but by the assistance of a Russian university student, who showed much sympathy with them and took up their defence, they were acquitted.

It is reported from Seoul that Major-General Woguck, of the Russian Army, who recently proceeded there from Tokyo, has lodged, through the Russian Minister at Seoul, a representation with the Korean Government, urging the necessity for establishing defences on the coasts of Chintai, Chinnan, Nanhai, Masampo, and on the islands of Kiyu and Jekko, as well as other important points of the country. The General is also reported to have added in his representation that, as the construction of forts at the above-named places is urgently needed, he will be pleased to endeavour to obtain for Korea an advance of money with no interest, in the event of Korea not being able to defray the necessary funds for the undertaking at the present time.

A correspondent who has just returned from a trip to Shanhaikwan and Chinwangtao writes to the *N.-C. Daily News* stating that the former place is as usual dead. The Allied Powers are still in great force, and from the appearance of flags of possession, the place is about equally divided. The order of the day is rain, constant rain. On shore all is quiet and all seem to walk about listlessly and out of sorts. He hears that the snipe season has been very fine, and several remarkable bags have been made. All the guns have now been removed from the forts, which will no doubt please some people. At Chinwangtao all is bustle and work, and the breakwaters are progressing very favourably. It will be some time before this port becomes a second Cardiff, but in time it ought to be a fine sub-let for the shipping mines' coal, which after all is what is required.

The *N.-C. Daily News* of the 7th inst. says:—"There was a very large attendance of people at the Shanghai Cathedral on Saturday morning to witness the marriage of Mr. G. V. T. Marshall to Miss Ida Mary Algar. The bridegroom, who is Captain of the Artillery Section of the Shanghai Volunteers Corps, was driven to the Cathedral in a brougham drawn by four ponies, accompanied by Mr. A. Arthur. On the seat of the vehicle there were two artillerymen in full uniform, presenting a smart appearance. The best man was Mr. C. H. Ryde, and the bridesmaids were Miss Jamieson and Miss Weir, both very attractively attired. The bride wore a pretty dress, trimmed with orange blossoms, and she carried a beautiful shawl bouquet, of which the principal feature was white and pink blossoms. The interior of the Cathedral was tastefully decorated for the auspicious event with plants and flowers. The Rev. C. J. F. Symons, B.A., was the officiating minister, and the service was a choral one. After the wedding ceremony the parties held a reception at the residence of Mr. J. D. Clark, foster-father of the bride, a numerous company of guests being present. In the afternoon Mr. and Mrs. Marshall embarked on board the *Saiki Maru* for Japan, where they will stay for a few weeks. The happy couple were the recipients of many beautiful and valuable presents."

The Yokohama Race Meeting takes place on the 4th, 5th, and 6th November, in the same week as the forthcoming Shanghai Meeting.

The Philippines Educational Department has now an army of one thousand teachers scattered over the islands, of whom 735 are civilians and over 200 soldiers, detailed as fully qualified teachers to the Department of Public Instructions.

The Manchester Evening News column announces that Mr. Pillsbury has really challenged Dr. Lasker for the chess championship of the world, so the report seems to be authentic. Mr. Pillsbury says he wants to have this match before finally retiring, as he reported the other day he was about to do very shortly.

Concerning the working of the coal-mines in Sumatra, satisfactory information has been received in Holland regarding the employment of free Javanese. A trial made met with good results, and the director is content with these new working forces. The Javanese have proved to be physically much better than the Chinese mine coolies, and they are better fit for mining work than their Chinese colleagues, who did not give satisfaction.

The latest British Consular report from Mexico states that the outflow of silver dollars is becoming less every year, but the demand for this coin, the basis of the currency in China and the Far East, does not diminish, and though in 1899 the amount exported was very small as compared with other years, it was more than counterbalanced by extra amounts sent away in 1900, an increase due to the troubles in China and the consequent extra demand for silver dollars in that quarter.

According to advices from Vladivostok last month, the work of construction on the Manchurian line is being so actively pushed forward that the rails have already been laid from the north-west line towards Port Arthur. A large quantity of material is being transported for use in laying the western line, of which there only remains a distance of less than 300 kilometres to lay down. It is hoped that the junction of this line with the Siberian line will shortly be effected.

Last year the Japanese representative in Seoul urged the advisability of erecting light-houses along the Korean coast, and offered Japan's assistance in carrying out the work. Korea replied that she intended to do it herself, but she did not do it. Russia has now taken up the matter, not in the sense of proposing to build the light-houses herself, but only in the role of an adviser that such a measure should not be neglected any longer. Korea's reply is not reported.

The commanders of the China Squadron recently returned from China have been honoured by the German Emperor in a prominent manner. The commander of the *Brandenburg*, Captain Rosendahl, was awarded the Crown and Red Eagle of the Third Class, Rear-Admiral Geisler the Star of the Order of the Crown of Second Class, Commander Holtzendorf, of the *Kurfürst Friedrich Wilhelm*, the Second Class of the Order of the Crown. The officers and some of the men were also decorated.

Various alarmist rumours have been circulated, Japanese papers report, with reference to the doings of an United States citizen, Mr. W. H. Crumb, who is now travelling in Corea with a companion and several Korean attendants. His party has ten horses carrying provisions and they never enter an inn but always camp out in tents. These exceptional proceedings have led to the circulation of statements that the party is endeavouring to stir up sedition, but its real purpose seems to be prospecting for mines.

Some sensation has been caused in New York by the arrest of a number of police officers as a result of the recent scandals. Amongst the incriminated officers are Sergeant Shells, Detective Dwyer, and "Wardman" Glennon. Of the three arrests that of Glennon is far the most important. He is technically only a patrolman, no such office as "wardman" really existing; but he is believed to be the most powerful man in the New York police force next to Mr. Dorey. Reformers believe that his trial will have the result of exposing completely the connection of the police with protected vice and crime, and of bringing the Tammany chiefs to the bar of justice. Glennon was never assigned any duty by his captain, never wore uniform, and never reported himself at the police station. His superior apparently understood that he was collecting blackmail for headquarters.

The Naval Court of Enquiry convened to pass judgment on the charges against Admiral Schley in connection with his part in the Spanish war began work in Washington on the 12th ult. Never before in the history of the American Navy has an issue been presented of such supreme interest to the public, with such conspicuous figures as principals in the controversy, and with equally conspicuous witnesses. Admiral Dewey, the head of the Navy, presided over the Court, which was convened at 1 o'clock. All the chief participants were full uniform. Captain Lemly, the Judge Advocate-General, read Admiral Schley's letter requesting an inquiry. Captain Lemly, in asking Admiral Schley for a designation of the witnesses, referred to him as the accused. Admiral Dewey promptly corrected him, and afterwards Admiral Schley rose and said he had to state with extreme regret that he must challenge Admiral Hovison as a member of the Court, as he had already expressed an opinion in regard to the case. The Court then adjourned until such time as it might again be convened by the Navy Department.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

London, 10th October, 4.30 p.m.

THE U.S. COMMERCIAL REPRESENTATIVE.

Mr. Sharretts [?], the tariff expert, has been appointed to represent the United States in the negotiations with China about the commercial treaty.

GENERAL NEWS.

London, 10th October, 4.30 p.m.

OPPOSITION TO NEW AUSTRALIAN TARIFF.

Mr. Reid has declared that the Opposition will strenuously resist the proposed new Australian tariff.

MONEY MARKET.

Consols stand at £93 3/16. On the loan market weekly advances range from 1 to 1 1/2 per cent. Japanese New Loans are at £76. 10s. Bank rate remains as before.

REUTER'S SERVICE.

London, 9th October.

LORD ROBERTS ON THE WAR.

Lord Roberts, speaking at Liverpool, said that Lord Kitchener, who possessed the implicit confidence of all, had never made a single demand for men, horses, or stores which had not immediately been met, and that this would continue to be done. He asked the nation to show the patience exhibited in December, 1890.

London, 9th October.

MARTIAL LAW IN CAPE COLONY.

Martial law has been proclaimed at Capetown and other parts in Cape Colony.

OPERATIONS AGAINST COMMANDANT BOTHA.

Brigadier Kitchener engaged the Boers under Commandant Botha on the 6th instant. The enemy retired northwards, Brigadier Kitchener keeping in touch.

CRICKET.

Two matches were to be played to-day in connection with the H.K.C.C. Civilian meeting. United Services on the Cricket Ground and a Club team opposing H.M.S. *Tamar* in the Happy Valley. The *Tamar*, however, owing to unforeseen circumstances, has been unable to get up a team. In the match Civilian v. United Services, which commences at 11 a.m., the teams will be:—

Civilian:—F. Maitland, J. A. Woodgates, H. Arthur, M. J. Doctor, K. W. Mounsey, J. H. Smyth, C. M. G. Barrie, P. A. Cox, A. R. Lowe, A. Mackenzie, J. E. Lee, and T. Sercombe Smith (Captain).

United Services:—Capt. Radcliffe, R.E., Major Dorehill, R.A., Lieut. Clifton Broeze, R.N., Lieut. Ross, R.N., Commander Woolcomb, R.N., Capt. Cadogan, R.V.F., Capt. Rotherham, R.V.F., Capt. Wymouth, R.A., Lieut. Kriekenbeck, 22nd B.I., Harrison, R.N., Private Freedy, R.V.F., and Major Dyson, A.P.D. (Captain).

By kind permission of Colonel the Hon. B. H. Bertie, C.B., and Officers the Band of the Royal Welch Fusiliers will play during the afternoon.

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Katzenow*, carrying the German mails with dates from Berlin of the 16th ult., left Singapore yesterday at 6 a.m., and may be expected here on or about the 15th inst., a.m.

The N.Y.K. steamer *Hakata Maru* (European Line) left Kobe via Moji for this port on the 10th inst., and is expected to arrive here on the 16th inst.

The "Shire" Line steamer *Pembroke*, from Middlebro' and London, left Singapore on the 11th inst., and is due here on or about the 17th inst.

A correspondent sends to the *Globe* an instance of what the Germans are learning quickly to style a "Spoochismus," which came under his own observation a few days ago.—A man walked into a bicycle shop with a fox-terrier and asked the owner of the shop whether he could take a taxi for half-an-hour only. The man, looking aghast at the dog, said he did not do such things on his premises at all. Whereupon the visitor, looking at the machine, said, "Well, you have several here, and I understood you let them at so much an hour."—"Oh," said the man, "you want to take a taxi?"—"I see now," I did not know what you wanted. I thought you wanted to get rid of your terrier."

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE SCALE OF WEIGHT IN HONGKONG RACING.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—It has been decided to alter the scale of weight for inches for waters, running at the next Hongkong race meeting to 2 lbs. per inch, and if the owners of horses are satisfied it may be argued that criticism is useless and impertinent. I dare say it is, but still it is criticism, and as far as I can hear there was too little of that the other day, when the revolutionary measure was decided upon. I am sorry the change has been made, as I should have liked to see another meeting under last year's rule, or such a modification of it as would conveniently have adopted itself to fractions of an inch, say 1 lb. per 1/4 inch, instead of the 2 lbs. which has been made the standard. The following are my reasons:—

In drawing conclusions as to weight for inches from the 1901 running, all poles under 14 1/2 may as well be eliminated from the returns except *Rheingold* (14.0) and *Imperial Rose* (13.3), these being the only two which carried their scheduled weight for inches in any race. This was, of course, due to a scarcity of light-weight jockeys.

Out of the nine water races at the last meeting in which starters were supposed to carry weight for inches with or without a penalty, H. M. 1 won 4 (including the Hongkong Derby) 14.2, 2, 14.3, 3, 14.3, 4, 15.0, 5, 15.0, 6, 15.0, 7, 15.0, 8, 15.0, 9, 15.0.

Now let us take the Water Handicap, six in number, in which I may mention that 13.3 always carried over-weight, owing to the impossibility of finding light-weight jockeys:—

H. M. 1 won 14.3, 2 won 14.0, 3 won 14.0, 4 won 14.0, 5 won 14.0, 6 won 14.0, 7 won 14.0, 8 won 14.0, 9 won 14.0.

Let these figures speak for themselves.

On the whole I think the results of the last meeting by no means justify last year's stewards to such an extent as some members of the sporting community seem to think, and I shall take the liberty of altering a remark by *Veteran* in your issue of 15th inst. "any man who has had any experience of racing knows that it is the fittest horse which wins oftener than any other, and not the biggest."

Reference was made by *Veteran* in your issue of the 4th inst. to the rules of racing in the Straits and India. I say nothing about the Straits except that I have not seen any but horse races there, as contrasted with our galloway races, but the conditions of racing in India are utterly different from those that obtain here. In India subscription griffins are unknown. If a man buys a horse to race, he knows the rules he has to race under and he can pay any price he likes for it. In Hongkong owners simply toss up for their horses, all of which cost the same and are shipped as being to some extent of equal value for racing purposes, and there is no certainty that the man who wins the smallest will not get one that can beat all the rest at once.

In India too the average distance run is much less than in Hongkong. I recently looked up some Indian papers and found that at the last Poona Meeting, 20 races (as consecutive as the papers I could find allowed me to make them) averaged 3 1/2 furlongs at a gallop against an average of 7 1/2 furlongs for the water races at the last meeting in Hongkong, and I may mention that the weight carried by the winners of these 20 races at Poona averaged 561 lbs., the lowest being 74 lbs. and the highest 105 lbs. 2 lb. The heaviest weight carried by a water was 94 lbs. 11 lb. Yours, etc.

ONLOOKER.

THE POST OFFICE.

TO THE EDITOR OF THE "DAILY PRESS."

General Post Office.

11th October.

SIR,—With reference to a paragraph in the *Daily Press* this morning about the delivery of the English mail yesterday, I desire to point out that the statement therein made is inaccurate. The Superintendent of the Peninsular and Oriental Steam Navigation Company in his official report to the Postmaster-General dated 10th inst. states that "The *S.S. Coronado* arrived off Green Island at 11.30 a.m. to-day. This mail consisted of 800 bags and 23 boxes, and the first part with the sorted portion of the Hongkong mail was delivered at 12.45 p.m. The bulk of the mail was delivered at 1 p.m. The non-sorted portion at 1.15 p.m."

Perhaps you will be good enough to correct the misstatement published this morning. I am sending a copy of this letter to the local prints. Yours, etc.

W. M. C. N. HASTINGS.

Postmaster-General.

[With reference to the above, I may state that the *Coronado* mail was delivered about 11 a.m. and the bulk of the mail for this office about 1.15 p.m. The non-sorted portion of the mail was delivered at 1.15 p.m.]

POLICE COURT.

Friday, 11th October.

BENJAMIN M. HARRISON.

UNLAWFUL POSSESSION.
A wood-cutter of Aberdeen was caught carrying off two wooden buckets of milk, about six gallons in all, valued at \$9. He said a man who owned cows gave him the milk to carry. He failed, however, to produce the man, and had to pay a fine of \$15 or go to goal for three weeks.

A coolie was found in possession of 120 cutlets of coal, and as he could not satisfactorily explain how he came by it, he was sentenced to pay a fine of \$25 or in default to do six weeks' hard labour.

Mak Chai, a coolie, feloniously entered No. 109, Wellington Street, and stole therefrom a roll of black cotton cloth. He was given fourteen days' hard labour.

UNLAWFULLY BOARDING SHIPS.
Wong Cheung and Chan Kwai unlawfully boarded the s.s. *Albatross*, without permission from the captain or officers, and were fined \$5, or fourteen days' each.

ALLIANCE BETWEEN TWO MEN.
Wong Yung Tat, a bookbinder, was charged with embezzling the sum of \$100, but later on the prosecutor, Messrs. Lüttgen, Elmstann & Co., withdrew their charge, as the father of the defendant offered to take his son out of the Colony. Defendant was accordingly discharged.

SELLING WINE WITHOUT A LICENSE.
Two women from a brothel at No. 43, Ship Street, were charged with selling liquor to wit, beer, without a license, with Mr. Golding (Messrs. Dixon and Hastings) defended.

Detective Sergeant Kerr stated that on the morning of the 18th inst. he sent two soldiers up to the house to buy some beer, as he had long suspected the defendants of carrying on an illicit liquor trade. The soldiers went, and later on when the Sergeant Kerr entered the house he found them drinking two bottles of beer, with two more bottles in front of them. Unstated two soldiers were also drinking beer.

In the cook-house underneath some drawers three bottles of whisky were found, beside some beer and some empty beer and whisky bottles. The first defendant was the mistress of the house, who sold the beer to the informants, the other was a girl of the brothel.

The two soldiers gave evidence corroborating first witness' statement.

During the cross-examination by Mr. Golding it transpired that the police officer furnished the informants with money to purchase the beer, giving them \$3 each.

The defence called a witness to prove that the beer drunk by the informants was not sold but given to them.

As it was a first offence his Worship sentenced each defendant to a fine of \$50.

DETAILS OF THE SAMAR MASSACRE.

Up to noon yesterday says the *Manila Times* of the 4th inst., the military authorities had received no further official reports of the terrible affair which took place at Balangiruan on Saturday last, and it is generally supposed that the telegraph wires have been cut, which would account for no report of the occupation by the American troops being received, though it is believed at headquarters that such is not the fact. Further details, however, have been received privately from a member of the 1st Inf., who has just returned from Balangiruan to take up his commission in the 3rd Infantry. This gentleman, Mr. Bethlin, not having reported at military headquarters, and it being known that he was in possession of important information regarding the massacre, was being anxiously sought this morning, messengers being out to locate him; up to noon, however, he had not been heard from.

Other arrivals from Tacloban, where the camp and wounded were taken, state that the President of Balangiruan, Mr. M. led his force of police, and a large number of bolomen to the attack, and that they manoeuvred so quietly that they had actually crept up and got possession of the arms of the garrison and commenced shooting before the Americans were aware of their approach. Thus it was with their own rifles that many of the victims were killed, being horribly mutilated by bolts, one officer, Captain Connell, being brutally cut about the face, while an attempt had even been made to burn his body. The President did not manage to enjoy the triumph of his faithlessness, as he was killed on the spot.

The names of those who escaped could not be learned. Of those two died shortly after arrival at Basy.

Troops were immediately taken by Colonel Russy from Tacloban to Balangiruan, where they found the bodies of 45 Americans lying where they fell, while all the Filipinos had been given decent burial before the brutal horde descended the town, which was burned on arrival of Col. Russy. Balangiruan is described as being a small town situated in a valley surrounded on three sides by almost perpendicular mountains, through which are mountain passes, the fourth side being open to the valley.

The *Legation* has on board three companies of Macabebes scouts, but when all will get away is doubtful with the typhoon so near. These scouts are under command of Lieutenant Frank Cameron, 15th Cavalry, and other troops will be taken from the Camarines to Samar.

TRADE AT NEWCHANG.

Messrs. Duff, Goss, & Co. report dated Newchang, 21st September, say:

"Since our last advice of the 4th inst. there has been practically no change in produce prices, if we except the increase quoted on the 18th inst. and still maintained. The few arrivals of bean-craft being totally inadequate to satisfy the demand of shippers. This demand has been augmented by the heavy imports coming forward throughout this month, necessitating corresponding re-exports to Shanghai, thereby rendering the purchases of produce desirable even at the high rates now ruling in order that the southern payments against exports may be utilised to meet the liabilities incurred for imports. In some instances, however, shippers have for several days been unable to purchase owing to the insufficient supply, and the return of the convey expedition is anxiously looked for."

There have been several indications of late that a leader interest is being taken in matters Manchurian than is at all desirable from the Russian point of view, and it is probable that the integrity of the Treaty Port will be jeopardised in such wise as to render the continued occupation by any one Power a diplomatic impossibility."

This art of saying the right thing at the right time is not given to all. On the occasion of the Duke of York's recent visit to Australia, an excited Parson leaped to his feet at the conclusion of the Duke's speech, and his voice, hoarse with emotion, called for "Three Cheers for the Duke of Newcastle." His geography, after all, was not so good, Newcastle is a good deal nearer York than Newcastle.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 11th October:—Business has been quieter during the week under review, and rates have, in some cases, eased off a little from the highest points touched.

BANKS.—Hongkong and Shanghai have been placed at advancing rates from \$0.124 to \$0.124, but close easier at \$0.120 with probable sellers. The London rate has advanced 1/16, and is now quoted at 262 1/2. Nationals and Bank of China are unchanged and without business.

MARINE INSURANCES.—Unions sold at \$24 1/2 and \$24 1/2, and close with buyers at \$22 1/2, or the dividend of \$23 per share paid this day. China Traders are offering at \$60. Yangtze are wanted at \$120 and North China at \$110. Cantoners have been placed at \$163, and further shares are wanted.

FIRE INSURANCES.—Hongkong have advanced to \$350, at which there are buyers. Chinas sold at \$83 and are now in demand at \$84.

SHIPPING.—Hongkong, Canton and Macao have sold at \$34 1/2, and more shares can be had. China-Manila has advanced to \$80, at which sales have been effected. Indo-China has been taken off the market at rates rising to \$145, but are now quiet at \$147. Douglases have been done at \$47 to \$48, and close quiet at \$47 1/2. China Mutuals are unchanged. Star Ferries can be obtained at \$24 1/2 (old) and \$91 (new). Shell Transports are to be had at \$2.10s.

REFINERIES.—China Sugars sold at \$150 cash, and more shares can probably be obtained. Luzons have further declined to \$30 sellers.

MINING.—Punions are on offer at \$4 and Jelebus at \$5. Rauls have sold at \$14 and \$14 1/2, but are quieter again at \$14.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been taken off the market at \$290 and \$292 1/2, and more shares can be obtained at the lower rate. Hongkong & Kowloon Wharves have declined to \$98 with sellers. New Amoy Docks are unchanged, and no business is reported.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been placed at \$102 to \$105, and are now obtainable at the latter rate. Hongkong Points are wanted at \$53, but shares are not forthcoming. Hongkong Hotels sold at rates advancing to \$134, but are now quiet at \$133. Humphreys Estates have sold at \$13.20 and are offering at \$13 1/2.

COTTON MILLS.—No changes to report with exception of Hongkong Cottons, which are now required for all \$12 1/2.

MISCELLANEOUS.—Green Island Cements have sold at \$21 1/2 and can probably be placed at \$21 1/4. A. S. Watsons are in the market at \$16. Electric (old) are wanted at \$12 1/2, but the new shares can be obtained at \$6 1/2. Hongkong Electric sold at \$17 1/2 and \$17 1/2, and are wanted at the higher rate. Coo have buyers at \$133 and Tramways at \$28 1/2. United Assurance sold at the reduced rate of \$9. China Providents sold and are still obtainable at \$9 1/2.

MEMOS.—Canton Insurance Office, Limited, ordinary general meeting of shareholders on the 17th instant. William Powell, Limited, statutory general meeting on the 19th instant.

THE MURDER OF CAPTAIN KEYES.

Reuter's Agency has received fuller details regarding the murder of Captain J. V. Keyes by a French trader in Northern Nigeria, showing that he was murdered in a treacherous manner. From these particulars it appears that the traders, named Buret and Desmablanc, belonged to a firm in Legos, from which place they started on a trading journey into the interior towards Sokoto. As these men with an armed escort had been seizing cattle from the headquarters to send them to Jebba. At first the deceased officer regarded a request from his post at Illo that they should go and see him, but on their refusing to do this he started off to arrest them. From native reports it seems that Captain Keyes, who had with him about 50 men, went on unarmed with five soldiers to interview the Frenchmen in their compound and ask them to surrender, whereupon one of them shot him with a revolver and then fired into him on the ground. Apparently some fighting occurred later, in which two of Captain Keyes' escort were killed and three wounded, while the traders lost 12 of their men killed. All these were armed. The Frenchmen meanwhile escaped towards the north, while another force of 50 men was despatched to follow them up. Both Buret and Desmablanc are described as desperate characters. It is stated that the former was a sergeant and the latter a corporal in the French army, from which they appear to have deserted. They had with them a large sum of money and quantities of goods.

Private letters state that Captain Keyes had, before receiving orders to arrest the Frenchmen, come upon them at the important town of Jerga, some 60 miles on the British side of the boundary. They had been in the town just before the arrival of Captain Keyes, but had bolted during the night on being told by one of their boys that the King of Gando was on his way to kill them. They left all their things behind them and proceeded to a place called Bure, where they took a large number of cows and sheep. Subsequently Captain Keyes again met them at the town of Kingdot, and insisted upon their returning the captured animals. Meanwhile the King of Jerga had sent on after them all the property they had abandoned in their flight from his town.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

13th October, 19th Sunday after Trinity.

Matins (11 a.m.).

Responses, Psalms, Venite, Turlis; Psalms, Crotch, Cooke; Te Deum, Dykes in D; Benedictus, Langdon; Anthem, "Thou visitest the Earth"; Hymns 197 and 303.

Evening (6.45 p.m.).

Responses, Psalms, Venite, Hymns; Magnificat and Nunc Dimittis, Burnett; Hymns, 19, 231, and 222; Vesper Hymn, Ward I.

SOFT, FAIR, DELICATE SKIN. A clear and healthy complexion produced by using ROWLAND'S KALYDON, the most soothing, healing, purifying and refreshing preparation, and warranted harmless to the most delicate skin. It penetrates and removes freckles, tan, sunburn, redness, roughness, heals Cutaneous Eruptions, Irritation, Stings of Insects, Eczema, Burns, imparts a luxuriant beauty to the complexion, and arranges the neck, hands and arms in matchless whiteness, unobtainable by any other means. Ask Stores and Chemists for ROWLAND'S KALYDON, and avoid poisonous imitations.

REVIEWS.

Tristram of Blent. By ANTHONY HOPE. London: John Murray.

ANY novel by Mr. Anthony Hope must be above the average of current fiction, and *Tristram of Blent* (which ran serially in the *Monthly Review*) is no exception. But there is still of course ample room for variety among good books, and Mr. Hope's latest story would not class among his best. For one thing, none of the characters inspire us with sympathy. Tristram's mother perhaps with most, and she is not very prominent in the book. Like many other successful writers who have begun by making for themselves a reputation for wit, Mr. Hope appears rather to have lost much of his lightness of touch since he commenced writing, nevertheless, *Tristram of Blent* is a work well worth reading and far superior to the ordinary run of fiction issued now in England.

The Dominie's Garden. By IMMOGEN CLARK. London: John Murray. (Colonial Edition.)

THIS is an excellent book and is worthy of a permanent place on the bookshelf. The author has written a very fascinating story of old New York, when the Dutch were slowly giving place to the English. The characters are cleverly drawn, especially the old Dutch parson, the English captain, and the wilful provincial heroine. The descriptions of men and manners of the period have been most carefully prepared, and the book on the whole affords most enjoyable reading. It is one of the best works of fiction we have seen for some time. It may be obtained from Messrs. Kelly and Walsh.

The Fighting in North China. By G. GIFFS. Shanghai: Kelly and Walsh.

THE author, who is a midshipman on H.M.S. *Orlando*, has presented a very readable and accurate account of the fighting in North China up to the fall of Tientsin native city. The book is excellently printed in clear type and is profusely illustrated with lithographed sketches and plans. The author is to be much commended for having produced a valuable addition to the literature on this campaign.

On Peter's Island. By A. R. and M. E. ROPES. London: T. Fisher Unwin. (Colonial Edition.)

A VERY good story of Nililist plots in St. Petersburg, which will be read with interest. The aim of the authors has been to present a picture of life as it might have been in the early years of the reign of Alexander III and this will account for the prominence given to the Terrorist secret societies, and also account for some descriptions of localities and of customs, which represent the past rather than the present. The book is very thrilling in parts and is well worth reading. It is forwarded by Messrs. Kelly and Walsh.

Whose was the Hand? By J. E. MUDDOCK. London: George Bell & Sons.

MR. MUDDOCK, who is perhaps better known under his pseudonym of "Dick Donovan," is by no means an artistic writer, but to those who simply like a story of incident his books have an appeal. The present tale of mysterious murder is no exception to the author's usual style. It has plenty of action, more or less skillfully narrated, and will suffice to occupy an idle hour of the unsatiable novel-reader.

Tales of Natal. By A. R. R. TURNBULL. London: T. Fisher Unwin.

THE subtitle of this book "Stories about Boers and Blacks" sufficiently well describes its character. There is some good work in it, but Dutch, or rather that corrupted form of it which constitutes the "Taal" of our new subjects in South Africa, is used rather too freely, to the mystification of the majority of readers, we should imagine. *Tales from Natal*, however, will repay perusal.

The Midnight Passenger. By RICHARD HENRY SAVAGE. London: George Bell and Sons. (Colonial Library.)

THOSE who appreciate sensational stories will read this novel with avidity. It deals with the undercurrent of New York life, of which the author reveals an intimate knowledge. The book is forwarded by Messrs. Brower and Co.

Vice-Versa. By F. ANSTAY. London: George Nownes.

THIS is a cheap reprint of a very readable and amusing book and is sent by Messrs. Brower and Co.

THE BOER PRISONERS IN INDIA.

The *Times* of India of the 21st ult. says:—

The escape and recapture of two Boer prisoners of war at Bellary raises an important point in the treatment of our involuntary guests in this country. An impression seems to prevail that these two men suffered such privations and hardships that they are not likely to find imitations. This is quite contrary to facts. Tracer, one of the fugitives, who had been on parole for two months, had stored up quantities of food and potting matter for his journey, concealing his store amongst the rocks. Beyond the fatigue involved in long night marches, the fugitives suffered little during their flight, and certainly the discomforts they endured are not likely to act as a deterrent to others. If the Boer prisoners become imbued with the idea that the clemency of the Government will be exercised to all at the end of the war, and no matter what offences may have been committed, all punishments will be cancelled as soon as peace is declared, we are likely to see a considerable development of parole-breaking and camp offences. It would act as a salutary warning, and greatly strengthen the hands of the camp commanders, if Government were to declare their final decision that unexpired sentences will have to be served out when hostilities are over, and that men with black marks against them for misbehaviour in camp will be the last to be sent home. With another large batch of Boer prisoners due in this country, we do not want to have the task of guarding them accentuated by the belief that all sorts of tricks will be condoned when the war is over. The surest method of preventing trouble would be to give all prisoners warning that the full penalty for recalcitrancy will be exacted.

THE "CENTURION" AT HOME.

The Mayor, Corporation, and inhabitants of Portsmouth entertained at a banquet in the Town Hall on the 11th ult. Admiral Sir Edward H. Seymour, Captain J. E. Jellicoe, C.B., and the officers and men of the battle-ship *Centurion*, on their recent return to England. The event was in recognition of the services many of the crew rendered during the heroic action when Sir Edward Seymour made his attempt to relieve Peking. The Earl of Selborne, First Lord of the Admiralty, was present to emphasise the Government's appreciation of these services. The ship's company numbered 750 in all; 25 were killed or died of disease in the course of the operations, while 250 of the men who returned served with the Naval Brigade. The guests comprised 40 officers and 342 crew of the *Centurion*, and the principal officers of the Portsmouth garrison. At the appointed time 6.30, the battalion swung out of the dockyard gates, led by Comma. Gen. George H. Borett, the officers in cocked hats and gold lace, and the men in their church-going rig. The battalion was in quarter column, and with singular appropriateness each company was in during the famous march. The roadway on all sides was thickly lined, and overhead fluttered innumerable flags, the greatest enthusiasm being shown by the people. The galleries of the hall were filled by ladies, and trophies brought from China were arranged on the orchestra. A Krupp howitzer was flanked by two brass cannonades—unfired pieces, though apparently of recent Chinese make. On either side of these guns were grouped a number of quaint spears, halberds, and pikes, of excellent workmanship and also taken from the enemy. More than 100 stars of medals and orders of the Order of the Bath were pinned to the uniforms of the men. The admiral, who was in perfect health and spirits, and as the men arrived he took up a position at the head of the long flight of steps, surrounded by his staff officers, chief among them being Captain John R. Jellicoe, C.B., one of the youngest officers of his rank in the Navy, who has happily quite recovered from his wound. This is the second time he has eluded death. As the commander of the ill-fated *Victoria*, he was in bed with Malta fever when she sank, but his life was miraculously saved. Commander G. M. K. Fair, promoted from Lieutenant for his services; Mr. F. C. Alton, secretary; Flag-Lieutenant C. C. Walcott and Mr. A. C. Tabuteau, captain's secretary, were also present. The Mayors presented to each of the officers a medal as a memento of the occasion. On the other side of the Mayor sat the First Lord of the Admiralty (the Earl of Selborne) and Admiral Sir E. H. Seymour. Others at the top table included Captain Jellicoe, C.B., General R. M. McGe, Stewart (commanding Royal Artillery), Rear-Admiral Pelham Aldrich (Superintendent of the Dockyard), and Admiral Field.

After the loyal toast, Councilor H. E. Pink (ex-Mayor of Portsmouth) proposed "The *Centurion* and the men of the *Centurion*," in reply and the officers and men of the *Centurion* had come back from a very important service, and in that service they had all had an opportunity of seeing what other countries could do as well as ourselves. He did not believe that they could have learnt much from a certain Chinese general whom a friend of his met in the war between China and Japan. That general was very much exercised at the defeat of the Chinese troops, and he felt quite sure that if his advice was followed that defeat would have been a victory. His particular prescription for victory was to throw away all the rifles and to arm each Chinese soldier with a dagger in the right hand and a bag of red pepper in the left. (Laughter.) The thing was quite clear, he argued; they had only to strike the enemy in the face with the red pepper and whilst he was sneezing put the dagger into him. (Laughter.) He saw that some of our foreign critics among their criticisms of the British Navy and of the British Army had said that our officers had not studied the problems of naval and military warfare sufficiently. Now he thought there was a little justice in that criticism. If they played a war game, the umpires could always balance the material resources on one side or the other. The one thing they could never weigh—and what was the most important thing, always had been, and always would be—the personal element. (Cheers.) Depend upon it that, in the future as in the past, if two great nations had to fight, their weapons they fought with, their ships, their guns, and so on, would generally be equal. What would then be the best weapon? The most courageous, most self-reliant, and most capable officers and men, led by the most capable admiral. (Loud cheers.) War, whether by sea or by land, never had been and never would be a simple game of chess. The personal element would always carry the day in the long run. (Cheers.) If umpires had to judge, just think what verdict they would have given in the old days, 500 years ago, when Sir Richard Grandchild fought the old *Benbow*. (Cheers.) They would have said, "Why, here we have a ship against 30 or 40; you are completely outnumbered, and out-maneuvred; you have nothing to do but to haul down the flag." They now know as well as he did that what was done by Sir Richard Grandchild had been of inestimable value to his country. It had given a reputation and a tradition to the British Navy which, through all these centuries, had been worth many battles. (Cheers.) There was a tendency, he thought, to exaggerate the very greatness of value of human life, and more a very valuable thing, but one of its most valuable assets was the fact that, on occasion, it could be given away. (Cheers.) There were really two sorts of men in this world—the men who got into a mess and stayed there (laughter) and the men who got into a mess and got out of it again. (Renewed laughter and cheers.) Or, as an old farmer once said to him, "Why, mess you, Sir, there are only two kinds of men—rabbits and ferrets. If you put a rabbit into a bag and look next morning you find him there, but if you put a ferret into a bag and go and look you find he has bitten his way out." (Laughter.) Now he (Lord Selborne) thought he knew what the "handy man" was. Was he a rabbit, or was he a ferret? (Cheers, and a voice, "a ferret.") What they should all, blue-jackets, Marines, make their motto was, "Don't get into a mess, but if you do get in, get out."

The Mayor proposed "Our Guests." Admiral Seymour, in acknowledgment, spoke of the admirable services which were rendered in China by all who were under his command. It had not, he said, fallen to the lot of our fleet for many years to meet a civilised nation on the high seas, nor had it fallen to the lot of the

army to meet in battle array a European army; but they had seen enough to show that in both services the old martial spirit had in no way decreased. (Cheers.) As to the Navy, he might say that the officers were full of vigour, seal, ability, intelligence, and ardour. (Cheers.) What should he say of the men? With equal risks, greater hardships, and much smaller hopes of high reward, they emulated the best example of the officers, and had displayed a heroism under the greatest privations. (Cheers.) Perhaps such a position had never before existed of eight different nationalities being in the field, as had been the case in China, for one common purpose. He might say that their relations with all their comrades of these different nationalities had been on the whole very harmonious. (Hear, hear.) If called upon, he thought the British Navy would not be found wanting. (Cheers.) He concluded by proposing the toast of "The Mayor and Corporation." The Mayor having responded, the proceedings terminated.

THE JAPANESE SQUADRON IN CHINA.

A correspondent of the *Nippon* tells a story too good to be absolutely false. It was expected, he said, that the fine squadron of new vessels which visited Korea waters recently would proceed to Vladivostok, but only two of the ships went there, the *Atsugi* and the *Yodo*, both first-class cruisers (9,500 tons). Cues was taken to impart a friendly character to the visit of the ships, so much so that the officers declared their object to be the cementing of amity between their country and Russia. A brilliant entertainment was given for that purpose, no expense being spared, but the gravity of Japanese outlookers was severely tested when they heard the Japanese machines singing, while the banquet was actually in progress, a war-song to the effect that having conquered the Chinese, their next duty was to tackle the Russians.

This correspondent describes Vladivostok manners and customs in terms which recall the old-fashioned ways of England and Ireland. The Russian idea of hospitality, he says, is to put a man under the table. Anything short of that is regarded as a failure. Thus a saying has become current among the Japanese in that part of the world that the real Russian sphere of influence is a wine-party.

According to the same informant great progress has been made with the works on the line from Port Arthur to Harbin. The road would have been opened for traffic in the course of the current year had not the recent disastrous floods impeded operations. There has not been, any inundation of such dimensions for many years. It is said to have exposed a grave engineering error in the construction of the Trans-Manchurian Railway, namely, that the bed of the line is too low, and that if traffic is to be maintained permanently, extensive works for the purpose of elevating the road will have to be undertaken. —*Japan Mail*.

NEW JAPANESE FOREIGN MINISTER ON CHINA.

Mr. Komura, the new Japanese Minister, at a dinner by the members of the Japan Club at Kobe recently spoke about China. In the course of his remarks he said he could not possibly throw new or startling light on anything connected with China. Several specialists had visited Peking while he was there, from January last to September, and what they had seen and heard had been given to the world in some form or other. He thought his hearers might be interested to learn that Peking was much larger in area than Tokyo, its population, according to Chinese statistics, being between two and three millions, but that he doubted if the population exceeded 600,000 or 700,000. Of course no remarks about the city would be complete without reference to the streets of Peking, which gave rise to all sorts of comment. One party complained bitterly of their ugliness and insufferable odour; another idolised them for their Oriental character and picturesque quality. Some people went away in the belief that Peking was a capital from the top of the city wall and viewed content with distant views of the Imperial palaces. They knew nothing of the mud snails of the streets. Others left with the impression that Peking was a horrid place, by reason of its bad roads, its rain and foul smells. Chinese coaches have no springs, and to be drawn in one over the rough roads is little better than torture. But many a man's knowledge of the city is confined to photographs. After all, Peking is still the typical city of China. Of course the views of Japanese travellers in China are different. The province of Manchuria is greater than Japan and it is reported that the province has from sixty to ninety million inhabitants. It is safe to say the population is not less than fifty millions. This fact alone enables one to realise the vastness of the Empire. Japan's knowledge of China is very crude. Of course there are a great many who have studied Chinese books, but as most of these books were written two thousand years ago, when the Empire was in its golden age, book knowledge now counts for little. The country has been declining since, and it is impossible to acquire knowledge of the country from books written so many years ago. The Japanese have been keenly studying European countries since the beginning of this era; but very few, perhaps nobody, studied China in earnest prior to the Japan-China war. As a light-house casts no light at its base, so Japanese, who have been familiar with the same characters as the Chinese, have possessed no reliable books about the Chinese people. Yet books written by Europeans often give accurate accounts of China, which is situated next to Japan. This surely is a matter of great regret to the Japanese. Europeans who wish to study the Chinese have to spend ten times the labour a Japanese has to put forth in his studies. Yet what do we see? That the Japanese, who ought to spend twenty times the labour that the European puts forth, have not acquired one tenth of the success of the latter. Japan's buildings, we read in the country, but not a single Japanese is studying the Chinese method of building, although numbers are studying European principles of architecture. There are a large number of students completing their studies in Europe and America; but there is not one in China. The Japanese who ought to know China best of all from a political and commercial standpoint have neglected it altogether. Now the knowledge of another country is not only necessary in times of crisis, but it is absolutely necessary for the development of trade. Mr. Komura concluded by urging his countrymen to study China in future in order to promote Japanese interests there.

A story rather too good to be true is being told in Melbourne in connection with the recent royal visit. The story goes that at one of Melbourne's intensely fashionable boarding-houses, where a whole squad of Tasmanian nobles put the postman delivered only one invitation for the royal reception, and that was for the cook. She was a very good cook, and she did not put on any excessive frills over it, and as she was distinctly related to a member of Parliament the thing was too incredible as it looked.

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812.00 PER DOZ
H. PRICE & CO.
12, QUEEN'S ROAD.
Hongkong, 10th October, 1901. [616]

THE
ROBINSON
PIANO CO., LTD.
"WASHBURN"
MANDOLINES,
GUITARS,
BANJOS
AT
COST PRICE
TO CLEAR PRESENT STOCK.
Hongkong, 3rd October, 1901. [2063]
AU BON MARCHE.
LADIES' and CHILDREN'S TAILORS and DRESSMAKERS. Under-take also Gentlemen's Underwear and Household Needlework at Moderate Prices. No. 94, CAINE ROAD. Hongkong, 7th October, 1901. [2556]

WING CHEONG.
Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOS, JADESTONE ORNAMENTS,
BRONZES and CARVED IVORY WARE,
FINE SILKS and GRASSCLOTHS.
General Exporters of
ANISEED and CASSIA OILS,
&c., &c. Stock always on Hand.
AN INSPECTION IS RESPECTFULLY SOLICITED.
Note.—We beg to announce that we also
Buy all kinds of Curios at Moderate Prices.
1 & 3, D'AGUIAR STREET
(Behind Hongkong Dispensary).
Hongkong, 15th April, 1901. [1811]

THE WANCHAI STORING COMPANY
ARE now prepared to receive Goods for
Storage in their Godowns, situate on
PRAYA EAST (off McGregor Barracks).
Landing and Shipping of Cargoes is
facilitated by means of the spacious strong
Pier lately constructed in front of these
Godowns.
Terms Moderate.
Apply for further particulars to
GODOWNMAN ON PREMISES,
or to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 10th August, 1901. [2063]

BEKANNTMACHUNG.
DIE ANTLICHEN BEKANNTMACHUNGEN des Kaiserlichen Konsulats
worden im Jahre 1901 durch den OBER-
KONSOLE in Shanghai und die HONGKONG
DAILY PRESS in Hongkong, ausserdem, wenn
erforderlich, durch den Deutschen Reichs-
Anzeiger veröffentlicht werden.
Kanton, den 27. Dezember 1900.
DER KAISERLICHE KONSUL
KALLEN.
3299]

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Price 10 cents
Copies of both Pamphlets bound in Half-
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On Sale at this Office, Local Booksellers,
and H. E. HUTTON'S Store, Kowloon.
Hongkong, 19th August, 1901. [2107]

NEW ADVERTISEMENTS

HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION TO-DAY (SATURDAY), the 12th inst., but the Range will be open for Practice.

ALEX. MACKENZIE,
Hon. Secretary.

Hongkong, 12th October, 1901. [19]

LODGE ST. JOHN, No. 618 S.O.

A REGULAR MEETING of the above LODGE will be held TO-DAY (SATURDAY), the 12th inst., at 8.30 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 12th October, 1901. [2595]

PASSAGE WANTED.

TRAINED NURSE, Good Sailor, desires Passage to San Francisco, Cal., in return for Services.

NURSE,
Care of Hongkong Post Office.
Hongkong, 12th October, 1901. [2594]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS requiring Stand or Stable Accommodation in the Jockey Club Compound during the forthcoming Training and Racing Season are requested to apply to the undersigned not later than SATURDAY next, the 19th October.

By Order—

T. F. HOUGH,
Clark of the Course.
Hongkong, 12th October, 1901. [2590]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on TUESDAY, the 15th October, 1901, at 2.30 P.M., at his Sales Rooms, QUEEN'S ROAD, TAPESTRY and VELVET COVERED DRAWING ROOM SUITE, OVRMAN-TS, PICTURES.

ONE CANTON BLACKWOOD CURIO CABINET, DINING TABLE, SIDEBORD, DINER WAGGONS, CROCKERY GLASS AND PLATED WARE, DOUBLE BRASS BEDSTADS, WARDROBES, CAMPHOR WOOD CHEST OF DRAWERS, MARBLE TOP BUREAU with BEVELLED GLASS and WASHSTAND.

One 12-BORE FOWLING-PIECE, VIOLIN, PIANO, BICYCLE and IRON SAFES, &c., &c., &c.

TERMS OF SALE—As Customary.

V. I. REMEDIOS,
Auctioneer.
Hongkong, 12th October, 1901. [2590]

IN THE MATTER OF ORDINANCE

No. 2 of 1892

AND

IN THE MATTER OF THE PETITION

OF MORIZ WEINRICH,

Manufacturer, of 76, Ashburton

Avenue, Yonkers, in the State of New

York, United States of America, for

LETTERS PATENT for the exclusive

use within the Colony of

Hongkong of an invention for a process

for re-treating Bone Black or

Animal Charcoal, for which Her late

Majesty's LETTERS PATENT were, on

the 1st day of September, 1896, granted

to the said MORIZ WEINRICH.

NOTICE IS HEREBY GIVEN that the

Petition, Specification and Declaration

required by the above cited Ordinance have

been duly filed in the Office of the Colonial

Secretary of Hongkong, and that it is the

intention of the said MORIZ WEINRICH,

to apply to the sitting of the

Executive Council hereinafter mentioned for

the exclusive use within the said Colony of

Hongkong of the above named Invention;

AND NOTICE IS HEREBY ALSO

GIVEN that a sitting of the Executive

Council, before whom the matter of the said

Petition will come for decision, will be held in

the Council Chamber, at the Government

Office, Victoria, Hongkong, on WEDNES-

DAY, the 23rd day of October, 1901, at 11 A.M.

Dated this 5th day of September, 1901.

FAIRFAX & WETTER,

37 & 39, Essex Street, Strand, London.

Patent Agents for the said

MORIZ WEINRICH.

2597

IMPERIAL GERMAN MAIL LINE.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND

YOKOHAMA.

THE Imperial German Mail Steamship

OF THE HAMBURG-AMERICA LINE,

Captain P. Lunschloss, due here with the

outward German Mail about the 15th inst., will

leave for the above places about 24 hours after

arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 12th October, 1901. [19]

NEW ADVERTISEMENTS

"BARRINGTON" PLANTATION GAP, PEAK.

TO BE LET FURNISHED.

FOR Six Weeks from October 16th.

Apply to the Tenant.

W. D. GRAHAM,

Care of Messrs. Williams, Haywood

Hongkong, 12th October, 1901. [2598]

NOTICE.

A SPECIAL MEETING of HIS

Majesty's JUSTICES of the PEACE

will be held at the Magistracy, at 2.30 P.M., on

TUESDAY, the 15th day of October, A.D.

1901, for the purpose of considering an applica-

tion from one H. RUTTON for a

Licence to sell and retail intoxicat-

ing Liquors on the premises situated at Nos.

40, 41, 42, 43 and 44, Elgin Road, Kowloon,

under the sign of "The Queen's Hotel."

F. A. HAZELAND,

Police Magistrate.

Magistracy, Hongkong, 1st October, 1901. [2596]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the

above port TO-DAY, the 12th inst., at NOON.

For Freight or Passage, apply to

DOUGLAS LARPAIK & CO.,

General Managers.

Hongkong, 11th October, 1901. [2592]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain Rouch, will be despatched for the

above ports TO-MORROW, the 13th inst., at

DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LARPAIK & CO.,

General Managers.

Hongkong, 11th October, 1901. [2593]

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain S. H. Belson, will be despatched for the

above ports on WEDNESDAY, the 16th

inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SAISON SONS & CO.,

Agents.

Hongkong, 11th October, 1901. [2583]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamers

are hereby notified that the Cargo is being dis-

charged into Craft, and/or landed at the Go-

downs of the Hongkong and Kowloon Wharf

and Godown Company, Ltd., in both cases if

it is at Consignees' risk. The Cargo will be

ready for delivery from Craft or Godown, on

and after the 14th inst.

Optional cargo will be landed unless notice

has been given prior to steamer's arrival.

Goods undelivered after the 20th inst. will

be subject to rent. All damaged Goods must be

left in the Godowns, where they will be

examined at 11 A.M. on the 21st inst.

No Free Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 11th October, 1901. [15]

JUST LANDED.

A FRESH LOT OF IDEAL BRAND OF

UNSWEETENED MILK enriched

with Cream.

Specially recommended for Infants.

H. RUTTON & CO.,

No. 5, D'Aguiar Street;

and

Nos. 39 & 40, Elgin Road, Kowloon.

Hongkong, 11th October, 1901. [2587]

WANTED.

CHINESE CLERK. Good Handwriting.

Some Experience. State if Typewriter.

Salary \$50.

Apply—

ROBINSON PIANO CO., LD.

Hongkong, 8th October, 1901. [2538]

WANTED.

DR. HIRTH'S DOCUMENTARY

SERIES.

Both English and Chinese Text.

Answer to—

T. E. C.

Care of Daily Press Office.

Hongkong, 9th October, 1901. [2567]

IMPERIAL BANK OF CHINA.

WANTED.

AN experienced man of business to act

as COMPTROLLER from next, China

New Year.

Full particulars can be obtained on applica-

tion to the undersigned.

By Order of the Board of Directors.

E. W. RUTTER,

Manager.

Hongkong, 31st July, 1901. [1922]

WANTED.

POSITION as BOOKKEEPER, ASSIS-

TANT or CLERK in an Office by

Englishman. Age 25 years. Knowledge of

Shipping and General Office Work. Good

References.

Apply to—

BOX 25,

Care of Daily Press Office.

Hongkong, 2nd October, 1901. [2507]

NOTICE.

THE Undersigned carry in Stock an

extensive line of GIGARS and

CIGARETTES from the "GERMINAL"

FACTORY of Manila, for which they are

Sole Agents in Hongkong. Prices moderate.

Stock of specially selected quality. A trial

solicited. Special Terms to Exporters.

T. M. STEVENS & CO.,

1, Duddell Street.

Hongkong, 2nd August, 1901. [193]

ENTERTAINMENT

HONGKONG MISSIONS TO SEAMEN.

A CONCERT,

will be given on

WEDNESDAY, 16th OCTOBER, at 9 P.M.,

BY THE MEMBERS OF

ST. JOHN'S CATHEDRAL CHOIR,

Hon. C. P. CHATER'S BUNGALOW,

KOWLOON.

(Kindly lent for the occasion).

Mr. ALEO MARSH

will Sing, and the Programme will consist of

PART SONGS, SOLOS AND

INSTRUMENTAL SELECTIONS.

The Proceeds will be devoted to the local work

of the Missions to Seamen.

Prices: Reserved Seats \$2. Unreserved Seats \$1.

Tickets may be obtained from the ROBIN-

SON PIANO COMPANY, Revs. J. H.

FRANCE and T. WRIGHT, and

A. CUNNINGHAM,

Hon. Sec., St. John's C. Choir.

Hongkong, 9th October, 1901. [2565]

INSURANCES

NORTH BRITISH AND MERCAN-

TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1900,

\$1,732,681.

I. AUTHORIZED CAPITAL... \$3,000,000 0 0

SUBSCRIBED CAPITAL... 2,750,000 0 0

PAID-UP CAPITAL... 2,837,500 0 0

II. FIRE FUNDS... 2,837,500 14 4

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at

Current Rates.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 3rd July, 1901. [1641]

SALAMANDER FIRE INSURANCE

COMPANY.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at

Current Rates.

HOTZ, SJACOB & CO.

Agents.

Hongkong, 2nd April, 1900. [33]

TRANSATLANTIC FIRE INSUR-

ANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at

Current Rates.

SIEMSEN & CO.,

Agents.

Hongkong, 16th November, 1892. [29]

AACHEN AND MUNICH FIRE IN-

SURANCE CO.

OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at

Current Rates.

REUTER, BROCKELMANN & CO.,

Agents.

Hongkong, 21st April, 1897. [194]

PHENIX FIRE OFFICE

The Undersigned are now prepared to

GRANT POLICIES of INSURANCE

against FIRE at Current Rates.

DOUGLAS LARPAIK & CO.,

Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [32]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD.

(Established 1838)

THE Undersigned, having been appointed

GENERAL AGENTS for the above

Company, are prepared to ACCEPT RISKS

at current rates.

P. LEMAIRE & CO.,

Agents.

Hongkong, 7th February, 1901. [439]

NORTH GERMAN FIRE INSUR-

ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above

Company are PREPARED to ACCEPT First

Class Foreign and Chinese Risks at Current

Rates.

SIEMSEN & CO.

Agents.

Hongkong, 29th May, 1895. [31]

SUN INSURANCE OFFICE, LONDON

FO

HONGKONG
BUSINESS DIRECTORY.

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"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

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Contractor, 30, D'Aguiar Street. Local
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and Granite.
Mechanics engaged. Estimates given.

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THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aero-
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Requisites, Queen's Road.

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A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories,
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JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Ploie.

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Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, &c. Devel-
opment Works, Amateurs' Requisites.

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Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs (No. 8, Queen's
Road Central).

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Navy Contractors, Ship Chandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Ship Chandlers, Sailmakers, Hardware,
Engineer, Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND.
43 and 45, Des Voeux Road. Ship Chandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
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Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Cigar Store.

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Importer of the Best Manila Cigars; 25
Pottinger Street.

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DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

CLARKE'S B. 41 PILLS are
warranted to cure, in either sex, all acquired or
constitutional Disorders from the Urinary
Organ, Gravel, and Pains in the Back. Free
from Mercury. Established upwards of 30
years. In Boxes 4s. 6d. each, of all Chemists
and Patent Medicine Vendors throughout the
World. Proprietors, THE LINCOLN AND MID-
LAND COUNTIES DRUG COMPANY, Lincoln,
England.

MITSUBISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A. J. A. B. C. Spots and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI.)

Extreme Length. 523 feet.
Length on Blocks. 518
Width of Entrance on Top. 89
Width of Entrance on Bottom. 77
Water on Blocks at Spring Tide. 254

DOCK No. 2 (at MUKAIJIMA.)

Extreme Length. 371 feet.
Length on Blocks. 350
Width of Entrance on Top. 86
Width of Entrance on Bottom. 53
Water on Blocks at Spring Tide. 22

PATENT SLIP (at KOSUGE.)

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHOU.

NOTICE. [1500]

PORTLAND CEMENT

J. B. WHITE & SONS

SOLE AGENTS FOR CHINA.

HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899. [234]

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QUITE A GENTLEMAN

BY

MRS. L. T. MEADE.

(Continued.)

Russell got into his clothes, walked down the
corridor, and catching hold of one or two chairs to
steady himself, reached the part of the dining
saloon where Miss Oswald was waiting for him.
She leant against one of the wooden pillars.
Her face was very white, and her grey eyes
looked black as night. Russell glanced round
for Armstead, but he had disappeared.

"Well?" he said almost roughly. "You sent
for me. Do you want me?"

"I do," said the girl. "I want you to pro-
mise—"

"That you will leave the *Penelope* at Bey-
rout. I would take my father ashore, and not
ask it of you, but the doctor says that he cannot
be moved."

"I cannot imagine why we should not both
continue our voyage, and see nothing of each
other."

"It is natural that you should say that, not
knowing the situation," she replied.

"Well, Miss Oswald, in the name of heaven,
what is the situation?"

"That I cannot tell you."

"And you expect a fellow to give in to this
sort of tyranny without knowing the rights of
the case?"

"I expect a gentleman to act in a gentle-
manly way under extreme circumstances," was
her reply. She spoke so solemnly and so sadly
that he could not help staring at her, and then
the ghost of a smile played round his lips.

"All right," he said abruptly, "it is not
worth so much fuss. I will do it."

"Oh, God bless you!" said the girl.

He did not even wait for her thanks, but
turned on his heel, walked down the long saloon,
and disappeared in the direction of his cabin.

As he did so, he cursed himself softly for being
a fool. He scolded himself on his behalf, but did
not attempt to lie down, nor did sleep visit him
again.

In the morning, the gale abated, life
became tolerable once more for all on board the
Penelope, and Russell confessed to himself that
he would not have made that ridiculous promise
had there not been such a frightful gale that
there was a strong probability of every soul on
board going to the bottom, and had not Miss
Oswald's grey eyes turned back as night.

He thought of her eyes, a good deal, and of the
way she had said that a gentleman would "act
in a gentlemanly way under extreme circum-
stances."

"Well, at least she will have to admit that I
am a gentleman, although it will about ruin
me," thought the young fellow.

He went on deck, and the very first person
he saw was Dr. Armstead.

"I am glad the gale has abated," said Ar-
mstead.

"Oh, that is all right," replied Russell.

"But have you heard?"

"No. What? What can have happened be-
tween the middle of the night and now?"

"I made that beastly promise."

"I am glad you did, but it won't be required
after all."

Russell's face lit up.

"By Jove," he said, "I am glad. I would
have been precious inconvenient to me. I could
have left you, although she put it in such a way that
I couldn't well refuse her. Has her father got
back his senses? Is he better?"

"In all probability Oswald has got back his
senses, and he certainly is much better," said
Armstead.

"Well, that is all right. And Miss Oswald
says that I need not go?"

"She sent you a message. She says she is
very much obliged to you. Oswald won't
trouble you again, nor you him. He died at
daybreak."

"Oh, good God! Died! That poor girl!"

"Poor girl, truly. He was very much relieved
when he heard that you would get better. And
she thought he would get better. He smiled
and sent to thank you, and said that you
were a gentleman and all the rest. But he
could not stand the frightful gale. His weak
heart gave out. He dropped asleep, and we
thought him better, but he never woke. That
is about all, I think."

"I wish I knew what it meant," thought
Russell. He turned away. The lounge sounded
for breakfast, but he did not feel hungry. He
went into his cabin. Presently the steward
came in and unlocked the port. The clear
sea air swept through the close little room.

Russell felt better, and yet not better—he
could think of no one but Miss Oswald. He
wanted to see her, and yet he dreaded to see
her. Would she ever tell him why she wanted
him to leave the vessel at Beyrout? Would she
ever tell him why such an extraordinary request
was necessary for the life of the sick man?

Most of the other passengers recovered their
spirits and about five o'clock in the evening they
steamed into the harbour at Beyrout. A huge
steamer full of Jews and Mohammedans
on route for Jerusalem lay within a stone's
throw away. The *Penelope* dropped anchor,
and the tired passengers talked of their trips on
land and forgot the terrors of the sea.

Russell walked moodily up and down. Kent
came up and asked him if he was going to
Damasqus, and what he meant to do during the
three or four days while the *Penelope* lay at
anchor in the harbour.

"I don't know," he answered. "I have
made no plans."

Just then one of the stewardesses came on
deck.

"You are Mr. Russell, sir, aren't you?" she
said.

"That is my name," replied Russell.

"Miss Oswald would like to see you, sir."

"By Jove!" muttered young Kent under his
breath.

Russell felt himself turning very red, and his
heart beat fast.

"Where is Miss Oswald?" he said, turning to
the stewardess.

"She's in the Captain's state cabin. He has
allowed her to occupy it for an hour or two.
She is very anxious to see you: can you go to
her now, sir?"

"I may as well," said Russell. He disliked
going, and yet he wished to go. He was very
much puzzled, and very curious, and yet he re-
collected from seeing Miss Oswald.

He followed the stewardess who led the way,
threw open the door of a cabin twice as large as
the others, said, "Mr. Russell, Miss," and closed
the door again behind her.

"I have sent for you," Miss Oswald began.
"I have something to say, and I must say it
quickly. You behaved as a gentleman would
behave last night. I behaved—"

"Oh, don't think of that now," interrupted
Russell. "I am very glad now I did make the
promise, and I am very sorry that it is not
necessary for me to carry it out."

"You behaved better than most men would
have behaved," she continued. "A few men
would have gone had they known, but you were
willing to go without knowing."

"Oh, it is all right now, and I am desperately
sorry for you, desperately sorry," said the young
man.

"Don't talk about me, please. I don't want
to think of myself at all in this matter. Sit down, think
you?"

"Do you want me to stay? Would you not
rather be alone? By Jove, there is nothing
that I would not do to help you, Miss Oswald."

"I have several kind friends on board, I don't
want anything," she answered with a sigh.

"Be sure you let me know if you do. There's
nothing I would not do. I mean it!"

"Perhaps you won't mean so much when you
know everything. But I must tell you. Don't
look at me, please, while I am speaking. It
is very painful, very, and he would not have
told you for all the world, but I tell you now."

"Yes," answered Russell. "You make me
full of curiosity, what can it be?"

"You saw my father, I think, once?"

"Yes, a few days after we began our cruise."

"Can you describe him to me?"

"Not very well. He looked sorrowful, you
know, as if he were not in good health. If you
will forgive my saying it, I looked more at you
than at him."

She did not blush—she kept looking at her little
foot up and down on the rich carpet of the state
cabin, and he thought he had seldom seen a
more attractive, and at the same time, a paler
face. She raised her eyes now and looked full
at him.

"You did not recognise my father?"

"Recognise him? What do you mean?"

"Well, you have seen him before?"

"Impossible."

"You have. You saw him a long time ago
when you were a little boy, and he saw you.
He had something to do with you then, and
when you came on board, strange to say, he re-
cognised you. He did not want to recognise you,
he was sorry. Perhaps some day, had he lived to
get better, he might have made your acquaint-
ance, but he was so ill he had not strength for it,
and I always always intended to make it up to
you if he died. I did not think he could live
very long, and I wanted his last hours to be
happy."

"Oh, do explain. You half madden me!"
said the young fellow.

"I will try to. It is quite a short story. I
think I can tell you in a few words. You were
born in Australia?"

"Yes. I spent the first twenty years of my
life there. I am only five and twenty now. I
don't know Europe at all well, that's why I am
taking this cruise, but go on, please."

"Your father died when you were four years
old?"

"I don't think I was four years old. I was
not much over three. I don't remember him a
bit."

"This is a terrible story to tell you," con-
tinued Miss Oswald, "but my father always
knew that after he died, I would tell it. I told
him so. He was the best father to me, but—
well, I must tell you know as soon as possible.
When your father was dying, my father was
with him. He left a certain sum of
money in the care of a friend in Melbourne
to be used for your education, and he gave
my father certain instructions with regard
to a discovery of his. My father was to pursue
the discovery, and to do what he could with it,
and if he lived to be of age, he was to hand
over the property which he had made for you.
His share of it was to be ten per cent. for the
trouble he was taking, and you were to have the
property."

"Well, my father came to England, he
married, and I was born. My mother died, and
my father was devoted to me, and had made
great use of your father's discovery, great use
and a lot of money, and he began to save the
money for you, and then he was told that you
were dead. He got a letter saying that you
had died of fever when you were seventeen-
years-old. I think he was a little sorry at first,
for he really meant to set quite honestly
towards you, he always did. When he heard of
your death he made enquiries, and the matter
was apparently confirmed, and then the
fortune he had made, and which he was to hand
over to you, he used for himself. You cannot
blame him, you know, for those were your
father's directions—if you died the money was
to be his, and he was very glad on my account."

"We lived like rich people, and we thought
ourselves rich, and my father ceased working,
and lived on the large, very large sum made out
of your father's discovery. Then he got ill and
nervous, and he often said to me, 'I wonder if
Jim Russell is ready dead?' and I assured him
that you must be dead, and he said, 'I think I
will go to Australia and make certain.' But he
never went, and I had not a thought but what
you were dead. Then we came on board the
Penelope, and we saw the name 'James Russell'
in the passenger list, and we saw you, and you
were exactly like your father to him that the
resemblance was quite startling, and my
father got awfully upset. He made enquiries
about you, and he asked that you had come from
Australia, and just the part of Australia you had
come from, and then he seemed to lose his self-
control, and he wanted you to leave. You were a
poor man, he found that out too, and he said
he would not tell you about your fortune. 'I
don't know what was the matter with him,' he
got me to promise—he was so ill that I could
deny him nothing—that I would not disturb
the present arrangements during his lifetime.

I told him that whenever he died, I would make
all right with you, and I think he knew that,
but he was awfully miserable. Yesterday I am
sure he was partly off his head, and he could
not rest until you promised to leave the *Penelope*.
He thought that if you did, he would recover
his self-control, and perhaps make some arrange-
ment for me. And you did promise, because
you were quite, quite a gentleman. Now he is
dead, and the property belongs to you. You
will be a very rich man, Mr. Russell. I hope
you will forgive my father. He was tempted
and he was ill, and as I knew he could
not live long, and he was tempted to gratify
him. But it is all right now. As soon
as ever I can, I will hand you over all the
papers, and you will see that my father has
been a faithful steward to you, after all, for
you will be a very rich man. Thousands upon
thousands will belong to you. Will you for-
give my father?"

And what about you?" said Russell. His
face had become quite dusky in hue, his lips
were trembling, he could scarcely see. He had
always had a young man's wish to find out
what riches were like, and he had always also
known that he was desperately poor, for the
small sum of money which his father had left
for his education, had been lost in a bank
failure, and he had brought himself up and
seen to his own education, and was fifty times
the better man in consequence. Now after all,
he was rich, very rich. He wondered what
it was like. What about the girl too with the
grey eyes, and the perplexed and sorrowful
face?

"What about you?" he said.

"Oh, I shall manage," she replied. "My
father's fears and sorrows are over, and nothing
else greatly matters. I am young and I can
manage. And thank you for taking it like
a gentleman. Will you leave me now, please?"

"I will," answered Russell, "for I know you
must want to be alone. But I will come back
again, and then I shall have something to say.
Good-bye for the present."

By-and-bye Russell got accustomed to his
wealth, as all other men, who suddenly become

rich, got accustomed to theirs. On the whole
he found riches a pleasant experience, but the
thought of Miss Oswald never left him day or
night. He did not see her again while on board
the *Penelope*, for she, not he, left the steam
yacht at Beyrout.

"But I will seek her out," he said to himself.
"She has nothing, and I have more than I
want—I shall never care for my money unless
she shares it with me. I cannot speak to her
just yet, for she would not listen, but I will go
on looking for her, and when the time comes, I
will speak."

[THE END.]

Next Week—"Bitten at Monte Carlo," by
the Rev. E. J. Hardy.

NOTICE.

THE Undersigned will not be RESPONSI-
BLE for any DEBTS contracted by his
wife **FALMYRA AUGUSTA TERCIO DA
SILVA**; and every person is hereby prohibited
from giving her any Credit.

JOAO JOSE DAS DORES-BARROS.
Hongkong, 3rd October, 1901. [2502]

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1901. [50]

K WONG FUNG YUEN,
TIMBER MERCHANTS,
No. 232, DES VOEUX ROAD WEST, HONGKONG.
Have always on hand a Large Stock of
the following Timber:

**AMERICAN PINE AND FIR, BANGKOK
TEAKWOOD, HARDWOOD, &c., &c.**
(In Logs and Planks)

An Inspection is respectfully solicited.
Hongkong, 5th September, 1901. [2252]

CARBOLINUM-AVENARIUS
USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

Sole Agents for China—
LUTGENS, EINSMANN & CO.,
Hongkong, 31st August, 1897. [3]

STENTING.
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [2405]

RUINAET PERE & FILS, REIMS
Established 1719.
**CHAMPAGNE GROWERS AND
SHIPPERS.**

Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.

Hongkong, 17th May, 1895. [1271]

C. E. WARREN,
BUILDING CONTRACTOR,
No. 3A, WYNDHAM STREET.

SANITARY APPLIANCES SUPPLIED
AND FIXED, Specially Designed TRAPS
for Bathrooms and Verandas in Stock.
Agent for MOSAIC TILES. Prices
Application. [2489]

CARTRIDGES.
NOBEL'S SPORTING BALLISTIFE.
Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES—
Loaded with With Powder
Powder only. and 1 oz. of Shot.

Primrose Cases. \$5.65 87.40
Pogonid Cases. 6.25 8.00
Ejector Brass Cases. 6.50 8.65
5 per cent. discount on orders of 1,000 and over.
Apply to

Wm. SCHMIDT & CO.,
Gunmakers,
Hongkong.

Hongkong, 27th July, 1897. [1669]

DAVID CORSAE & SON S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.,
Sole Agents.

COLD STORAGE.
THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

WM. PARLANE
Manager.
Hongkong, 17th February, 1899. [65]

伯牛號
YEE SANG & CO.,
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIP-
TION OF COAL.

Address—Care of Messrs. KWONG SANG & Co
No. 144, DES VOEUX ROAD. [583]

FOR SALE.
THE WALKER "KISMET," Winner of
the Maiden Stakes and Derby, Hongkong
Meeting, 1901.

Apply to—
J. W. KEW,
No. 20, Des Voeux Road.
Hongkong, 19th September, 1901. [2383

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k*, nearest Hongkong *h*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *k.w.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	PALAWAN	Brit. str.	2 m.	J. Chellen, R.N.R.	P. & O. S. N. Co.	Today, at Noon.
LONDON	PRINCE	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst., at Noon.
LONDON	CANTON	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON	NESTOR	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON	MACHAON	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON	AWA MARU	Jap. str.	2 m.	R. Trent	NIPPON YUSEN KAISHA	On 26th November.
LONDON & ANTWERP via MARSEILLES, &c.	ULYSSES	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 1st Nov., at Daylight.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
SEBASTOPOL DIRECT	HAMBURG	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
MARSEILLES, &c., via PORTS OF CALL	LAOS	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
MARSEILLES, LONDON & ANTWERP, v. S. POSE, &c.	HAKATA MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
HAVRE, BREMEN & HAMBURG	KONIGSDORF	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
HAVRE & HAMBURG	HAMBURG	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
HAVRE, BREMEN & HAMBURG	SEGOWIA	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
HAVRE & HAMBURG	SEBASTIA	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
TRIESTE via SINGAPORE, &c.	TRIESTE	Aust. ship	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
STATE OF MAINE	STATE OF MAINE	Brit. ship	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
SATSUMA	SATSUMA	Brit. ship	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
MANUEL LLANO	MANUEL LLANO	Brit. ship	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
CLYDEDALE	CLYDEDALE	Brit. ship	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
ADANA	ADANA	Brit. ship	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
ASAMA	ASAMA	Brit. ship	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
EMPEROR OF CHINA	EMPEROR OF CHINA	Brit. ship	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
TARTAR	TARTAR	Brit. ship	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
VICTORIA	VICTORIA	Brit. ship	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
KINSHU MARU	KINSHU MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
INDRAPURA	INDRAPURA	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
CHINA	CHINA	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
HONGKONG MARU	HONGKONG MARU	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
ST. GEORGE	ST. GEORGE	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
AUSTRALIAN	AUSTRALIAN	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
YAWATA MARU	YAWATA MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
CHINGTU	CHINGTU	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
JAPAN	JAPAN	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
SEGOWIA	SEGOWIA	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
HITACHI MARU	HITACHI MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
KASUGA MARU	KASUGA MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
PAKHOI	PAKHOI	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
CHINKIANG	CHINKIANG	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
FOOCHOW	FOOCHOW	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
FLANDRIA	FLANDRIA	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
PARMAMATTA	PARMAMATTA	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
KLAUSCHOU	KLAUSCHOU	Ger. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
MAIZURU MARU	MAIZURU MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
ANPING MARU	ANPING MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
DAIJIN MARU	DAIJIN MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
THALES	THALES	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
HAITAN	HAITAN	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
YUENSANG	YUENSANG	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
CHINA	CHINA	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
BORNEO	BORNEO	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
MANILA	MANILA	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
BOMBAY via SINGAPORE & PENANG	BOMBAY via SINGAPORE & PENANG	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
SINGAPORE, PENANG & CALCUTTA	SINGAPORE, PENANG & CALCUTTA	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.

SHIPPING.

ARRIVALS.
Oct. 10, FIREBRAND, British gunboat, from Canton.
Oct. 10, NESTOR, British str., 2,333, B. C. Lewis, Singapore 5th Oct. General—BUTTERFIELD & SWIRE.
Oct. 10, PALAWAN, British str., 2,995, J. Chellen, B.N.R., Shanghai 24th October, Mails and General—P. & O. S. N. Co.
Oct. 11, BENTLEY, British str., 1,433, D. Clark, Welbourn 6th October, Ballast—GIBB, LIVINGSTON & CO.
Oct. 11, FLANDRIA, German str., 1,283, F. Davis, Canton 11th October, General—SIEMSEN & CO.
Oct. 11, KWONGSANG, British str., 989, Arthur, Canton 11th Oct., General—JARDINE, MATHESON & CO.
Oct. 11, HIRANAG, British str., 1,536, Lake, Manila 5th October—JARDINE, MATHESON & CO.
Oct. 11, KINSHU MARU, Japanese str., 2,450, F. L. Pyne, Bombay 28th Oct. General—NIPPON YUSEN KAISHA.
Oct. 11, LOONGMOON, German str., 1,245, R. Schult, Shanghai 8th Oct. General—SIEMSEN & CO.
Oct. 11, MACPURY, British str., 1,882, E. Glegg, Moji 5th Oct., Coal—DODWELL & CO., LIMITED.
Oct. 11, MONADOCK, U.S. monitor, 4,000, A. E. Brown, Shanghai 6th October.
Oct. 11, ORANG, British str., 1,787, Davis, Java 2nd Oct., Sugar—JARDINE, MATHESON & CO.
Oct. 11, WHAMPOA, British str., 1,169, Lavers, Shanghai 6th Oct. and Swatow 10th, General—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
11th October.
Loongmoon, German str., for Canton.
Nishiki, German str., for Pakhoi.
Nishiki, German str., for Swatow.
Nishiki, German str., for Shanghai.
Shinano Maru, Japanese str., for Kobe.
Segovia, German str., for Yokohama.
Thales, British str., for Swatow.

DEPARTURES.

11th October.
COROMANDEL, British str., for Shanghai.
DAPHNE, German str., for Vladivostok.
LOONGMOON, German str., for Canton.
NANSHAN, British str., for Swatow.
PRIMA, Norwegian str., for Port Arthur.
SHIMANO MARU, Japanese str., for Kobe.
TAIPEI, German str., for Bangkok.

VESSELS IN DOCK.

11th October.
*ABERDEEN DOCKS—Tidra, Bygdø.
*KOWLOON DOCKS—Canton River, Elcano, Cebu, H.M.S. Argonaut, Taichow, Daijin Maru, Cosmopolitan Dock—Sabine Rickmers, Elca.

SHIPPING REPORTS.

The German steamer Loongmoon, from Shanghai 8th Oct., had light S.W. winds and calm.
The British steamer Whampoa, from Shanghai 6th Oct., had S.W. wind, light S.S.W. winds, smooth sea and fine weather.
The British steamer Hwang, from Manila 8th Oct., experienced fine and clear weather with smooth sea during the voyage.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
ALBANIA, British ship, Brownell—Order.
CELESTE BURELL, British ship, Jeffery—Order.
HELEN A. WYMAN, American ship, Vanhook—Arnold, Knapp & Co.
STATE OF MAINE, American ship, Colcord—Standard Oil Co.
W. H. CONNOR, American ship, Colcord—Standard Oil Co.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.
The Steamship

"PALAWAN"

Captain J. Chellen, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 12th October, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.
For further particulars, apply to H. A. RITCHIE, Superintendent, Hongkong, 30th September, 1901.

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SEGOWIA" Captain Forek will be despatched for the above ports TO-DAY, the 12th inst., at Noon.
For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office, [2580]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

"YUENSANG"

Captain Rolfe, will be despatched as above TO-DAY, the 12th inst., at 4 p.m.
This steamer has superior accommodation for First-Class Passengers, is fitted with Electric Light, and carries a Doctor.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers, Hongkong, 10th October, 1901. [2584]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

"FLANDRIA"

Captain Eichbaum, will be despatched for the above port TO-MORROW, the 13th inst., at Daylight.
This steamer has superior accommodation for First-Class Passengers.
For Freight or Passage, apply to SIEMSEN & CO., Agents, Hongkong, 10th October, 1901. [2586]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

"DAIJIN MARU"

Captain T. Ogata, will be despatched for the above ports TO-MORROW, the 13th inst.
For Freight or Passage, apply to THE NIPPON YUSEN KAISHA, Agents, Hongkong, 7th October, 1901. [17]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct., 1901
"TARTAR" 4,425 Tons Comdr. E. Bealham, R.N.R. WEDNESDAY, 6th Nov., 1901
"EMPEROR OF INDIA" Comdr. C. F. Marshall, R.N.R. WEDNESDAY, 20th Nov., 1901
"ATHENIAN" 3,882 Tons Comdr. H. Morris WEDNESDAY, 4th Dec., 1901
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th Dec., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent to the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VAN COUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First-Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First-Class and Steerage Passengers only. The rate is usually made between YOKOHAMA and VAN COUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street. [10]

Hongkong, 1st October, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
DESTINATIONS. SAILING DATES. Freight and Passengers.

STEAMERS. DESTINATIONS. SAILING DATES. Freight and Passengers.

KOENIGSDORF HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang) On 19th Oct. Freight and Passengers.

BAMBERG HAVRE & HAMBURG (Calling at Singapore and Penang) On 2nd Nov. Freight.

SEGOWIA HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang) On 16th Nov. Freight.

MARBURG HAVRE & HAMBURG (Calling at Singapore and Penang) On 30th Nov. Freight.

SUEVIA HAVRE & HAMBURG (Calling at Singapore and Penang) On 14th Dec. Freight.

NUERNBERG HAVRE & HAMBURG (Calling at Singapore and Penang) On 28th Dec. Freight.

SEBASTIA HAVRE & HAMBURG (Calling at Singapore and Penang) On 11th Jan. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [1051]

Hongkong, 7th October, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON, &c.

PALAWAN, Noon, 13th Oct. See Special Advertisement.
CANTON, Noon, 19th Oct. Freight or Passage.
C.F. Lockstone, R.N.R.

YOKOHAMA, Noon, 19th Oct. Freight or Passage.
C.C. Talbot, R.N.R.

SHANGHAI, Noon, 19th Oct. Freight or Passage.
R.T. Cook, R.N.R.

For MARSEILLES, PLYMOUTH, and LONDON DIRECT, 29th March, 1904 Tons, 12th April.

Without Transshipment, apply to H. A. RITCHIE, Superintendent, Hongkong, 28th September, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.

VICTORIA 3,502 J. Paaton October 15th

BRAHMA 3,601 W. Watt November 12th

GLENCOLE 3,750 W. Frakes November 26th

TACOMA 2,811 A. Dixon December 12th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

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PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 18th October.

SACHSEN WEDNESDAY 30th October.

KLAUSCHOU (Hamburg-Amerika Linie) WEDNESDAY 13th November.

BAYERN WEDNESDAY 27th November.

STUTTGART WEDNESDAY 11th December.

KONIG ALBERT WEDNESDAY 25th December.

PRINZESS TRENE WEDNESDAY 25th Dec. 1902.

PRINZ HEINRICH WEDNESDAY 5th Jan. 1902.

PREUSSEN W

